



THE OHIO PUBLIC WORKS COMMISSION

65 East State Street, Suite 312, Columbus, Ohio 43215 Phone (614) 466-0880

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 7/93

CB904

IMPORTANT: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

SUBDIVISION: CITY OF BLUE ASH CODE # 061-07300

DISTRICT NUMBER: 2 COUNTY: HAMILTON DATE 09 /15/94

CONTACT: John L. Eisenmann, P.E., P.S. PHONE # (513) 791-1700

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS.)

PROJECT NAME: CORNELL ROAD IMPROVEMENTS

SUBDIVISION TYPE (Check Only 1)

- ☐ 1. County
☒ 2. City
☐ 3. Township
☐ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED (Check All Requested & Enter Amount)

- ☐ 1. Grant \$ _____
☐ 2. Loan \$ _____
☒ 3. Loan Assistance \$509,737
MBE SET-ASIDE OFFERED
Construction \$ _____
Procurement \$ _____

PROJECT TYPE (Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 509,737.00 FUNDING REQUESTED: \$ 509,737.00

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ _____ LOAN ASSISTANCE: \$ _____
LOAN: \$ _____ % _____ TERM: _____ Yrs. (Attach Loan Supplement)

(Check Only 1)

- ☐ State Capital Improvement Program
☐ Local Transportation Improvements Program
☐ Small Government Program

DISTRICT MBE SET-ASIDE:

Construction \$ _____
Procurement \$ _____

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ / C _____

APPROVED FUNDING: \$ _____

Local Participation _____ %

Loan Interest Rate: _____ %

OPWC Participation _____ %

Loan Term: _____ Years

Project Release Date: _____

Maturity Date: _____

OPWC Approval: _____

Date Approved: _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:

(ROUND TO NEAREST DOLLAR)

- a) Project Engineering Costs:
- 1. Preliminary Engineering \$.00
 - 2. Final Design \$.00
 - 3. Other Engineer's Services * \$.00
 - Supervision \$.00
 - Miscellaneous \$.00
- b) Acquisition Expenses:
- 1. Land \$.00
 - 2. Right-of-Way \$.00
- c) Construction Costs: \$.00
- d) Equipment Purchased Directly: \$.00
- e) Other Direct Expenses: \$.00
- f) Contingencies: \$.00
- g) TOTAL ESTIMATED COSTS: \$.00

MBE \$	FORCE ACCOUNT \$
<u> </u>	<u> </u>
<u> </u>	<u> </u>
<u> </u>	<u> </u>
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1.2 PROJECT FINANCIAL RESOURCES:

(ROUND TO NEAREST DOLLAR AND PERCENT)

- | | | % |
|---------------------------------|-------------------------|-------------------|
| a) Local In-Kind Contributions | \$ <u> .00</u> | <u> </u> |
| b) Local Public Revenues | \$ <u> .00</u> | <u> </u> |
| c) Local Private Revenues | \$ <u> .00</u> | <u> </u> |
| d) Other Public Revenues | | |
| 1. ODOT PID # <u> </u> | \$ <u> .00</u> | <u> </u> |
| 2. EPA / OWDA | \$ <u> .00</u> | <u> </u> |
| 3. OTHER (MRF) | \$ <u> .00</u> | <u> </u> |
| SUB-TOTAL LOCAL RESOURCES: | \$ <u> .00</u> | <u> </u> |
| e) OPWC Funds | | |
| 1. Grant | \$ <u> .00</u> | <u> </u> |
| 2. Loan | \$ <u> .00</u> | <u> </u> |
| 3. Loan Assistance | \$ <u> 509,737.00</u> | <u> </u> |
| SUB-TOTAL OPWC RESOURCES: | \$ <u> 509,737.00</u> | <u> 100%</u> |
| f) TOTAL FINANCIAL RESOURCES: | \$ <u> 509,737.00</u> | <u> 100%</u> |

* Other Engineer's Services must be outlined in detail on the required certified engineer's estimate.

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a summary from the Chief Financial Officer listed in Section 5.2, listing all local share funds budgeted for the project and the date they are anticipated to be available.

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: CORNELL ROAD IMPROVEMENTS

2.2 BRIEF PROJECT DESCRIPTION - (Sections a through d):

a. SPECIFIC LOCATION:

Cornell Road from the west to east corporation limits within the City of Blue Ash, Hamilton County, Ohio

PROJECT ZIP CODE: 45242

b. PROJECT COMPONENTS:

Improve, widen and pave 9,400 LF of Cornell Road by installing curbs and gutters, storm sewers, sidewalks, traffic control devices, rubber railroad crossing, retaining walls, and adjusting watermains and sanitary sewers as required.

c. PHYSICAL DIMENSIONS / CHARACTERISTICS:

Beginning at Swing Road provide a 29' B/B pavement to Cornell Woods Drive. From Cornell Woods Drive to Reed Hartman Highway, transition and widen to 71' B/B. From Reed Hartman to Kenwood Road, add turn lanes at each intersection while maintaining the existing pavement. From Kenwood to Cornell Park Drive, widen to 60' B/B. Beginning at Cornell Park Drive, transition and widen to a 38' B/B pavement to the I-71 overpass. Improvements to side streets consisting of additional turn lanes are proposed for Reed Hartman, Kenwood, Cornell Park, Cornell Park Extension and Deerfield.

d. DESIGN SERVICE CAPACITY:

IMPORTANT: Detail shall be included regarding current service capacity vs. proposed service level. If road or bridge project, include ADT. If water or wastewater project, include both current residential rates based on monthly usage of 7,756 gallons per household. Attach current rate ordinance.

The ADT on Cornell Road varies from 8,000 vpd at the west corporation line to 13,000 vpd at Kenwood Road. Current operational restrictions at three key intersections limit the capacity of the corridor to an average LOS of "C". The proposed improvements will address these locations and provide for more efficient operations.

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life; 25 Years

Attach Registered Professional Engineer's statement, with original seal and signature, certifying the project's useful life indicated above and estimated cost.

3.0 REPAIR / REPLACEMENT or NEW / EXPANSION:

TOTAL PORTION OF PROJECT REPAIR / REPLACEMENT	\$509,737.00	100%
State Funds Requested for Repair and Replacement	\$509,737.00	100%

TOTAL PORTION OF PROJECT NEW / EXPANSION	\$ -0-	%
State Funds Requested for New and Expansion	\$ -0-	%

(SCIP Project Grant Funding for New and Expansion cannot exceed 50% of the total Project Costs.)

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering / Design:	12 /15 /92	08 /31 /94
4.2 Bid Advertisement:	06 /01 /95	07 /15 /95
4.3 Construction:	08 /01 /95	11 /15 /96

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be approved in writing by the Commission once the Project Agreement has been executed. Dates should assume project agreement approval/release on July 1st. of the Program Year applied for.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER	H. W. Cauble, P.E.
TITLE	Service Director
STREET	City of Blue Ash
	4343 Cooper Road
CITY / ZIP	Cincinnati, Ohio 45242
PHONE	(513) 745 - 8545
FAX	(513) 745 - 8594

5.2 CHIEF FINANCIAL

OFFICER	James S. Pfeffer
TITLE	Administrative Services Director
STREET	City of Blue Ash
	4343 Cooper Road
CITY / ZIP	Cincinnati, Ohio 45242
PHONE	(513) 745 - 8545
FAX	(513) 745 - 8594

5.3 PROJECT MANAGER

TITLE	John L. Eisenmann, P.E., P.S.
STREET	City Engineer
	CDS Associates, Inc.
	11120 Kenwood Road
CITY / ZIP	Cincinnati, Ohio 45242
PHONE	(513) 791 - 1700
FAX	(513) 791 - 1936

6.0 ATTACHMENTS / COMPLETENESS REVIEW:

Check each section below, confirming that all required information is included in this application.

- ☒ A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and execute contracts. (Attach)
- ☒ A summary from the applicant's Chief Financial Officer listing all local share funds budgeted for the project and the date they are anticipated to be available. (Attach)
- ☒ A registered professional engineer's estimate of projects useful life and cost estimate, as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimates shall contain engineer's original seal and signature. (Attach)
- ☐ A copy of the cooperation agreement(s) if this project involves more than one subdivision or district. (Attach)
- ☒ Capital Improvements Report: (Required by 164 O.R.C. on standard form)
_____ A: Attached.
☒ B: Report/Update Filed with the Commission within the last twelve months.
- ☒ Floodplain Management Permit: Required if project is in 100-year floodplain. See Instructions.
- ☒ Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full-time jobs likely to be created as a result of the project), and other information to assist your district committee in ranking your project.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) that to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) that all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT: Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement and a Notice to Proceed for this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

H. W. Cauble, P.E., Service Director

Certifying Representative (Type or Print Name and Title)

Signature / Date Signed

9/22/34

Project: CORNELL RD IMPROVEMENTS, SWING RD TO I-71

Project #: 92046

Item No.	Spec. No.	Item	Estimated Quantity	Unit of Measure	Unit Cost Total	Item cost
		REMOVALS				
1	201	CLEARING AND GRUBBING	1	LS	\$35,000.00	\$35,000.00
2	202	BRICK PILLARS REMOVED	2	EA	\$350.00	\$700.00
3	202	CATCH BASIN REMOVED	56	EA	\$150.00	\$8,400.00
4	202	CONCRETE DRIVE REMOVED	5210	SY	\$6.50	\$33,865.00
5	202	CONCRETE PILLAR REMOVED	4	EA	\$350.00	\$1,400.00
6	202	CONCRETE WALK REMOVED	4320	SF	\$1.00	\$4,320.00
7	202	CURB AND GUTTER REMOVED	2210	LF	\$3.60	\$7,956.00
8	202	CURB REMOVED	920	LF	\$3.20	\$2,944.00
9	202	ROLL CURB REMOVED	775	LF	\$3.60	\$2,790.00
10	202	EX FENCE REMOVED & SALVAGED FOR REUSE	6	LF	\$2.00	\$12.00
11	202	EX TRENCH DRAIN REMOVED	131	LF	\$10.00	\$1,310.00
12	202	EX. HEAD WALL REMOVED	14	EA	\$150.00	\$2,100.00
13	202	EX. POST REMOVED (ANY TYPE)	27	EA	\$9.00	\$243.00
14	202	EX. PULL BOX REMOVED & SALVAGED	11	EA	\$150.00	\$1,650.00
15	202	FULL DEPTH CONCRETE PAVEMENT REMOVED	2085	SY	\$6.00	\$12,510.00
16	202	GUARD RAIL REMOVED & SALVAGED FOR REUSE	718	LF	\$27.00	\$19,386.00
17	202	MANHOLE REMOVED	5	EA	\$225.00	\$1,125.00
18	202	PIPE REMOVED, 24" & UNDER	4654	LF	\$10.00	\$46,540.00
19	202	PIPE REMOVED, OVER 24"	70	LF	\$15.00	\$1,050.00
20	202	PLUG AND ABANDON EX. CONDUIT	29	EA	\$100.00	\$2,900.00
21	202	PRIVATE SIGN FOOTING REMOVED	8	EA	\$125.00	\$1,000.00
22	202	REMOVE AND SALVAGE EX. STREET SIGN & POST	93	EA	\$55.00	\$5,115.00
23	202	STONE WALL REMOVED	23	LF	\$6.00	\$138.00
24	202	REMOVE AND SALVAGE DELINEATOR POST FOR RETURN TO CITY	8	LF	\$20.00	\$160.00
		REMOVALS SUBTOTAL				\$192,454.00
		ROADWAY				

Project: CORNELL RD IMPROVEMENTS, SWING RD TO I-71

Project #:

92046

Item No.	Spec. No.	Item	Estimated Quantity	Unit of Measure	Unit Cost Total	Item cost
25	203	EMBANKMENT	12200	CY	\$8.00	\$97,600.00
26	203	EXCAVATION NOT INCLUDING EMBANKMENT	7660	CY	\$8.00	\$61,280.00
27	203	SUBGRADE COMPACTION	40200	SY	\$1.00	\$40,200.00
28	254	PAVEMENT PLANING "VARIABLE DEPTH"	12250	SY	\$5.00	\$61,250.00
29	301	BITUMINOUS AGGREGATE BASE (DRIVEWAY & PARKING)	650	CY	\$70.00	\$45,500.00
30	301	BITUMINOUS AGGREGATE BASE (ROADWAY)	5060	CY	\$45.00	\$227,700.00
31	304	AGGREGATE BASE (4" MIN THICKNESS)	58	CY	\$35.00	\$2,030.00
32	403	ASPHALT CONCRETE, AC-20 W/ 100% CRUSHED AGGREGATE (ROADWAY)	3730	CY	\$50.00	\$186,500.00
33	404	ASPHALT CONCRETE, AC-20 W/ 100% CRUSHED AGGREGATE (DRIVEWAY)	120	CY	\$90.00	\$10,800.00
34	404	ASPHALT CONCRETE, AC-20 W/ 100% CRUSHED AGGREGATE (ROADWAY)	2450	CY	\$60.00	\$147,000.00
35	407	TACK COAT @ 0.10 GAL/SY (ROADWAY)	3670	GAL	\$1.50	\$5,505.00
36	452	CONCRETE DRIVE RESIDENTIAL, AS PER PLAN (6")	285	-SY	\$30.00	\$8,550.00
37	452	CONCRETE APRON RESIDENTIAL, PER PLAN (6")	710	SY	\$39.00	\$27,690.00
38	452	CONCRETE DRIVE & PARKING COMMERCIAL AS PER PLAN (8")	1160	SY	\$40.00	\$46,400.00
39	452	CONCRETE APRON, COMMERCIAL, AS PER PLAN (8")	2045	SY	\$52.00	\$106,340.00
40	606	ANCHOR ASSEMBLY, TYPE A	6	EA	\$1,200.00	\$7,200.00
41	606	ANCHOR ASSEMBLY, TYPE T	13	EA	\$800.00	\$10,400.00
42	606	GUARDRAIL, REBUILT	619	LF	\$15.00	\$9,285.00
43	606	GUARDRAIL, TYPE 5	1119	LF	\$20.00	\$22,380.00
44	*607	FENCE, TYPE CL	100	LF	\$10.00	\$1,000.00
45	607	RELOCATE EX. FENCE, TYPE CL	220	LF	\$9.00	\$1,980.00
46	607	RELOCATE EX. FENCE, TYPE PLASTIC	80	LF	\$5.00	\$400.00
47	607	RELOCATE EX. FENCE, TYPE WOVEN WIRE	370	LF	\$9.00	\$3,330.00
48	607	RELOCATE EXISTING WOOD FENCE	160	LF	\$6.00	\$960.00
49	608	CONCRETE WALK (5" THICK)	75100	SF	\$2.50	\$187,750.00
50	608	CURB RAMP TYPE 1	9	EA	\$100.00	\$900.00

Project: CORNELL RD IMPROVEMENTS, SWING RD TO I-71

Project #: 92046

Item No.	Spec. No.	Item	Estimated Quantity	Unit of Measure	Unit Cost Total	Item cost
51	608	CURB RAMP TYPE 2	23	EA	\$90.00	\$2,070.00
52	609	COMBINATION CURB AND GUTTER, TYPE 2	16900	LF	\$10.00	\$169,000.00
53	609	TYPE 2A CONCRETE CURB	310	LF	\$10.00	\$3,100.00
54	609	TYPE 1 ASPHALT CURB	120	LF	\$7.00	\$840.00
55	609	CURB, TYPE 6	1300	LF	\$10.00	\$13,000.00
56	612	CONCRETE ISLAND AS PER PLAN (DEERFIELD INTERSECTION)	1	LS	\$1,500.00	\$1,500.00
57	*SPL	GRANULAR MATERIAL FOR SUBGRADE REPAIR	500	CY	\$20.00	\$10,000.00
58	*203	PROOF ROLLING (AS DIRECTED BY ENGINEER)	20	HR	\$100.00	\$2,000.00
59	*252	FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT	1300	SY	\$40.00	\$52,000.00
60	*253	PAVEMENT REPAIR, AS PER PLAN	400	SY	\$35.00	\$14,000.00
61	SPL	PAVEMENT JOINT, REINFORCING FABRIC	23000	LF	\$1.50	\$34,500.00
62	SPL	MAIL BOX RELOCATED	36	EA	\$100.00	\$3,600.00
		ROADWAY SUBTOTAL				\$1,625,540.00
		DRAINAGE/ SANITARY				
63	601	TYPE A ROCK CHANNEL PROTECTION , GROUTED IN PLACE	70	CY	\$50.00	\$3,500.00
64	601	TYPE B ROCK CHANNEL PROTECTION WITH FILTER	75	CY	\$42.00	\$3,150.00
65	601	TYPE C ROCK CHANNEL PROTECTION WITH FILTER	17	CY	\$47.00	\$799.00
66	603	6" CONDUIT, TYPE B	70	LF	\$25.00	\$1,750.00
67	603	8" CONDUIT, TYPE B	261	LF	\$27.00	\$7,047.00
68	603	8" CONDUIT, TYPE B, 706.02	48	LF	\$35.00	\$1,680.00
69	603	12" CONDUIT, TYPE B	2368	LF	\$30.00	\$71,040.00
70	603	12" CONDUIT, TYPE B, 706.02	2609	LF	\$42.00	\$109,578.00
71	603	12" CONDUIT, TYPE B, 706.02, CLASS V	81	LF	\$60.00	\$4,860.00
72	603	15" CONDUIT, TYPE B	808	LF	\$35.00	\$28,280.00
73	603	15" CONDUIT, TYPE B, 706.02	754	LF	\$45.00	\$33,930.00
74	603	15" CONDUIT, TYPY B, 706.02, CLASS V	39	LF	\$65.00	\$2,535.00
75	603	18" CONDUIT, TYPE B	952	LF	\$43.00	\$40,936.00
76	603	18" CONDUIT, TYPE B, 706.02	366	LF	\$48.00	\$17,568.00

Project: CORNELL RD IMPROVEMENTS, SWING RD TO I-71

Project #: 92046

Item No.	Spec. No.	Item	Estimated Quantity	Unit of Measure	Unit Cost Total	Item cost
77	603	18" CONDUIT, TYPE B, 706.02, CLASS V	106	LF	\$67.00	\$7,102.00
78	603	21" CONDUIT, TYPE B	308	LF	\$45.00	\$13,860.00
79	603	21" CONDUIT, TYPE B, 706.02	140	LF	\$50.00	\$7,000.00
80	603	24" CONDUIT, TYPE B	556	LF	\$50.00	\$27,800.00
81	603	24" CONDUIT, TYPE B, 706.02	842	LF	\$60.00	\$50,520.00
82	603	30" CONDUIT, TYPE B, 706.02	147	LF	\$65.00	\$9,555.00
83	603	36" CONDUIT, TYPE B, 706.02	42	LF	\$75.00	\$3,150.00
84	603	48" CONDUIT, TYPE B, 706.02	72	LF	\$250.00	\$18,000.00
85	603	48" CONDUIT, TYPE B, 706.02 (REUSE SALVAGED CONDUITS)	30	LF	\$200.00	\$6,000.00
86	603	54" CONDUIT, TYPE B, 706.02	86	LF	\$200.00	\$17,200.00
87	604	ADJUST EX STM MH TO GRADE	3	EA	\$300.00	\$900.00
88	604	CATCH BASIN STD. NO. 2-2A	5	EA	\$650.00	\$3,250.00
89	604	CATCH BASIN STD. NO. 2-2B	41	EA	\$650.00	\$26,650.00
90	604	CATCH BASIN STD. NO. 2-3	10	EA	\$1,100.00	\$11,000.00
91	604	CATCH BASIN STD. NO. 2-5	1	EA	\$1,200.00	\$1,200.00
92	604	CATCH BASIN STD. NO. 3 WITH VANE GRATE	51	EA	\$1,400.00	\$71,400.00
93	604	CATCH BASIN STD. NO. 3A	18	EA	\$1,200.00	\$21,600.00
94	604	CATCH BASIN STD. NO. 3A, REUSE EXISTING FRAME & GRATE	7	EA	\$1,000.00	\$7,000.00
95	604	CATCH BASIN STD. NO. 7	9	EA	\$500.00	\$4,500.00
96	604	RECONSTRUCT EX STM MH TO GRADE	2	EA	\$400.00	\$800.00
97	604	CONVERT EX CB INTO MH	1	EA	\$600.00	\$600.00
98	604	HEADWALL STD. NO. HW-1 FOR 15" CONDUIT	1	EA	\$600.00	\$600.00
99	604	HEADWALL STD. NO. HW-1 FOR 24" CONDUIT	1	EA	\$800.00	\$800.00
100	604	HEADWALL STD. NO. HW-2 FOR 36" CONDUIT	1	EA	\$1,000.00	\$1,000.00
101	604	HEADWALL STD. NO. HW-3A FOR 54" CONDUIT	2	EA	\$2,500.00	\$5,000.00
102	604	HEADWALL STD. NO. HW-4A FOR 12" CONDUIT	3	EA	\$500.00	\$1,500.00
103	604	HEADWALL STD. NO. HW-4A FOR 15" CONDUIT	1	EA	\$550.00	\$550.00
104	604	HEADWALL STD. NO. HW-4A FOR 21" CONDUIT	1	EA	\$600.00	\$600.00
105	604	HEADWALL STD. NO. HW-4A FOR 24" CONDUIT	2	EA	\$650.00	\$1,300.00
106	604	HEADWALL STD. NO. HW-4B FOR 12" CONDUIT	2	EA	\$400.00	\$800.00
107	604	HEADWALL STD. NO. HW-D FOR 12" CONDUIT	4	EA	\$800.00	\$3,200.00

Project: CORNELL RD IMPROVEMENTS, SWING RD TO I-71

Project #: 92046

Item No.	Spec. No.	Item	Estimated Quantity	Unit of Measure	Unit Cost Total	Item cost
108	604	MEDIAN INLET STD. NO. I-2A-6	3	EA	\$1,700.00	\$5,100.00
109	604	MEDIAN INLET STD. NO. I-2A-8	7	EA	\$1,800.00	\$12,600.00
110	604	MANHOLE STD. NO. MH-3	56	EA	\$1,400.00	\$78,400.00
111	604	SLOTTED VANE DRAIN	86	LF	\$80.00	\$6,880.00
112	604	TRENCH DRAIN	56	LF	\$110.00	\$6,160.00
113	SPL	48" STEEL SLEEVE PER PLAN	20	LF	\$250.00	\$5,000.00
114	604	ADJUST EX CATCH BASIN TO GRADE	1	EA	\$300.00	\$300.00
115	604	RECONSTRUCT EX. CATCH BASIN INTO CB-3A. PROVIDE FRAME AND GRATE	2	EA	\$500.00	\$1,000.00
116	604	ADJUST SAN MH TO GRADE W/ BRICK & MORTAR	11	EA	\$300.00	\$3,300.00
117	604	ADJUST SAN MH TO GRADE W/ BRICK & MORTAR. - PROVIDE HEAVY DUTY FRAME & GRATE	5	EA	\$600.00	\$3,000.00
118	604	ADJUST SAN. MH TO GRADE W/ RINGS	11	EA	\$200.00	\$2,200.00
119	604	ADJUST SAN. MH TO GRADE W/ RINGS & HEAVY DUTY	6	EA	\$375.00	\$2,250.00
120	604	RECONSTRUCT SAN MH TO GRADE	4	EA	\$600.00	\$2,400.00
121	604	RECONSTRUCT SAN MH TO GRADE W/HEAVY DUTY	1	EA	\$700.00	\$700.00
122	*603	6" CONDUIT TYPE B, 706.01, 706.02, 706.03, WITH JOINTS PER 706.11 OR 706.12	400	LF	\$12.00	\$4,800.00
123	*603	6" CONDUIT TYPE C, 706.01, 706.02, 706.03, WITH JOINTS PER 706.11 OR 706.12	400	LF	\$10.00	\$4,000.00
124	*605	AGGREGATE DRAINS FOR SPRINGS	200	LF	\$7.00	\$1,400.00
125	*605	6" PIPE UNDERDRAIN, 707.15	800	LF	\$8.00	\$6,400.00
		DRAINAGE/SANITARY SUBTOTAL				\$793,480.00
		ROADSIDE/ EROSION CONTROL				
124	207	FILTER FABRIC FENCE	2000	LF	\$3.00	\$6,000.00
125	207	STRAW OR HAY BALES	500	EA	\$5.00	\$2,500.00
126	653	TOPSOIL FURNISHED AND PLACED	4954	CY	\$25.00	\$123,850.00
127	658	TREE ROOT AERATION	32	CY	\$58.00	\$1,856.00
128	659	COMMERCIAL FERTILIZER AS PER PLAN	4	TON	\$390.00	\$1,560.00
129	659	SEEDING AND MULCHING AS PER PLAN	43650	SY	\$1.00	\$43,650.00
130	659	WATER	100	MGAL	\$30.00	\$3,000.00

Project: CORNELL RD IMPROVEMENTS, SWING RD TO I-71

Project #: 92046

Item No.	Spec. No.	Item	Estimated Quantity	Unit of Measure	Unit Cost Total	Item cost
131	660	SODDING	950	SY	\$5.00	\$4,750.00
132	*659	REPAIR SEEDING AND MULCHING	2600	SY	\$0.50	\$1,300.00
		ROADSIDE/EROSION CONTROL SUBTOTAL				\$188,466.00
		MAINTENANCE OF TRAFFIC				
133	301	BITUMINOUS AGGREGATE BASE (4"), TEMPORARY DRIVES	3000	SY	\$10.00	\$30,000.00
134	410	TRAFFIC COMPACTED SURFACE, TYPE B	600	CY	\$35.00	\$21,000.00
135	614	MAINTAINING TRAFFIC	1	LS	\$75,000.00	\$75,000.00
136	615	TEMPORARY PAVEMENT (6" OF ITEM 301 ON COMPACTED SUBGRADE)	4300	SY	\$14.00	\$60,200.00
137	616	CALCIUM CHLORIDE	3	TON	\$350.00	\$1,050.00
138	616	WATER	150	MGAL	\$30.00	\$4,500.00
139	619	FIELD OFFICE TYPE B	1	EA	\$15,000.00	\$15,000.00
140	624	MOBILIZATION	1	LS	\$50,000.00	\$50,000.00
141	642	TEMPORARY CENTER LINE	3.75	MI	\$1,350.00	\$5,062.50
142	642	TEMPORARY EDGE LINE	3.9	MI	\$1,000.00	\$3,900.00
143	642	TEMPORARY STOP LINE	460	LF	\$2.50	\$1,150.00
144	642	TEMPORARY CHANNELIZING LINE	1200	LF	\$0.40	\$480.00
		MAINTENANCE OF TRAFFIC SUBTOTAL				\$266,862.50
		STRUCTURAL				
145	202	WALL STRUCTURES REMOVED	1	LS	\$1,000.00	\$1,000.00
146	310	AGGREGATE BASE BELOW BOX CULVERT	34	CY	\$40.00	\$1,360.00
147	511	WINGWALL "A" - INCLUDES CONCRETE, REIN. STEEL, CURING COMPOUND, EXCAVATION, BACKFILL, 518 BACKFILL, FILTER FABRIC, AND ALL OTHER ITEMS INCIDENTAL TO THE CONSTRUCTION OF THE WALL.	1	LS	\$7,250.00	\$7,250.00
148	511	WINGWALL "B" - HEADWALL AND CUTOFF WALL	1	LS	\$3,570.00	\$3,570.00
149	512	TYPE "D" WATERPROOFING	26	SY	\$22.00	\$572.00

Project: CORNELL RD IMPROVEMENTS, SWING RD TO I-71

Project #: 92046

Item No.	Spec. No.	Item	Estimated Quantity	Unit of Measure	Unit Cost Total	Item cost
150	601	TYPE B FILTER BELOW BOX CULVERT	25	SY	\$40.00	\$1,000.00
151	603	10'x5' PRECAST BOX CULVERT - INCLUDES CULVERT EXCAVATION AND 518 BACKFILL AND EXCAVATION WITH 18" PIPE	16	LF	\$275.00	\$4,400.00
152	SPL	FILL CONCRETE BELOW FOOTINGS	22	CY	\$150.00	\$3,300.00
153	SPL	WALL A	1160	SF	\$23.00	\$26,680.00
154	SPL	WALL B	316	SF	\$23.00	\$7,268.00
155	SPL	WALL C	554	SF	\$23.00	\$12,742.00
		STRUCTURAL SUBTOTAL				\$69,142.00
		TRAFFIC CONTROL				
156	625	CONDUIT 2", 713.07	2770	LF	\$2.75	\$7,617.50
157	625	CONDUIT 3", 713.04	60	LF	\$8.00	\$480.00
158	625	CONDUIT 3", 713.07	260	LF	\$3.75	\$975.00
159	625	TRENCH	2805	LF	\$2.50	\$7,012.50
160	625	PULLBOX, 18", 713.08	18	EA	\$3.85	\$69.30
161	625	PULLBOX, 713.081, 10"x14"	13	EA	\$170.00	\$2,210.00
162	625	PULLBOX, 713.081, 16"x25"	5	EA	\$200.00	\$1,000.00
163	625	GROUND ROD	26	EA	\$105.00	\$2,730.00
164	630	SIGN, FLAT SHEET	532.05	SF	\$10.00	\$5,320.50
165	630	GROUND MOUNTED SUPPORT, #3 POST	947	LF	\$6.50	\$6,155.50
166	630	SIGN HANGER ASSEMBLY, SPAN WIRE	29	EA	\$145.00	\$4,205.00
167	630	SIGN SUPPORT ASSEMBLY, POLE MOUNTED	3	EA	\$60.00	\$180.00
168	630	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	1	LS	\$2,000.00	\$2,000.00
169	630	REMOVAL OF GROUND MOUNTED SUPPORT AND DISPOSAL	1	LS	\$2,000.00	\$2,000.00
170	632	VEHICULAR SIGNAL HEAD, 3-SECTION, 12" LENS, 1-WAY, POLY-CARBONITE	17	EA	\$325.00	\$5,525.00
171	632	VEHICULAR SIGNAL HEAD, 5-SECTION, 12" LENS, 1-WAY, POLY-CARBONITE	21	EA	\$510.00	\$10,710.00
172	632	COVERING OF VEHICULAR SIGNAL HEAD	38	EA	\$13.00	\$494.00

Project: CORNELL RD IMPROVEMENTS, SWING RD TO I-71

Project #: 92046

Item No.	Spec. No.	Item	Estimated Quantity	Unit of Measure	Unit Cost Total	Item cost
173	632	PEDESTRIAN SIGNAL HEAD, TYPE A-2, PLOY-CARBONITE	18	EA	\$380.00	\$6,840.00
174	632	PEDESTRIAN PUSHBUTTON	8	EA	\$85.00	\$680.00
175	632	LOOP DETECTOR UNIT	30	EA	\$130.00	\$3,900.00
176	632	LOOP DETECTOR UNIT, AS PER PLAN	6	EA	\$175.00	\$1,050.00
177	632	LOOP DETECTOR UNIT, DELAY AND EXTENSION TYPE	26	EA	\$150.00	\$3,900.00
178	632	LOOP DETECTOR PAVEMENT CUTTING	4656	LF	\$5.50	\$25,608.00
179	632	MESSENGER WIRE, 7-STRAND, 3/8" DIA., WITH ACCESSORIES	1920	LF	\$3.50	\$6,720.00
180	632	SIGNAL CABLE, 5-CONDUCTOR, NO. 14 AWG	3170	LF	\$1.00	\$3,170.00
181	632	SIGNAL CABLE, 7-CONDUCTOR, NO. 14 AWG.	8430	LF	\$1.00	\$8,430.00
182	632	LOOP DETECTOR WIRE, TYPE E	13190	LF	\$1.00	\$13,190.00
183	632	LOOP DETECTOR LEAD-IN CABLE	16578	LF	\$1.00	\$16,578.00
184	632	POWER CABLE, 2-CONDUCTOR, NO. 6 AWG	330	LF	\$1.60	\$528.00
185	632	POWER SERVICE	5	EA	\$670.00	\$3,350.00

Project: CORNELL RD IMPROVEMENTS, SWING RD TO I-71 Project #: 92046

Item No.	Spec. No.	Item	Estimated Quantity	Unit of Measure	Unit Cost Total	Item cost
186	632	CABLE SUPPORT ASSEMBLY	46	EA	\$33.00	\$1,518.00
187	632	CONCRETE FOR ANCHOR BASE FOUNDATION	49.35	CY	\$540.00	\$26,649.00
188	632	STRAIN POLE, TYPE TC-81.10, DESIGN 4, 28'	4	EA	\$1,650.00	\$6,600.00
189	632	STRAIN POLE, TYPE TC-81.10, DESIGN 5, 30'	8	EA	\$1,660.00	\$13,280.00
190	632	STRAIN POLE, TYPE TC-81.10, DESIGN 7, 30'	8	EA	\$2,850.00	\$22,800.00
191	632	PEDESTAL, 8", TRANSFORMER BASE	1	EA	\$300.00	\$300.00
192	632	REMOVAL OF TRAFFIC SIGNAL INSTALLATION	5	EA	\$600.00	\$3,000.00
193	632	INTERCONNECT CABLE	4000	LF	\$8.00	\$32,000.00
194	633	CONTROLLER, ACTUATED, 4 PHASE, SOLID-STATE DIGITAL MICROPROCESSOR, AS PER PLAN	3	EA	\$5,000.00	\$15,000.00
195	633	CONTROLLER, ACTUATED, 8 PHASE, SOLID-STATE DIGITAL MICROPROCESSOR, AS PER PLAN	2	EA	\$6,500.00	\$13,000.00
196	633	COORDINATOR, MULTI-DIAL, SOLID-STATE DIGITAL MICROPROCESSOR, MASTER, AS PER PLAN	1	EA	\$4,000.00	\$4,000.00
197	633	CONTROLLER, ITEM MISC; SAMPLING STATION, AS PER PLAN	2	EA	\$2,000.00	\$4,000.00
198	633	CONCRETE FOR CABINET FOUNDATION	7.53	CY	\$480.00	\$3,614.40
199	642	EDGE LINE, TYPE 1	0.39	MI	\$645.00	\$251.55
200	642	CENTER LINE, TYPE 1	2.74	MI	\$3,160.00	\$8,658.40
201	642	LANE LINE, TYPE 1	0.80	MI	\$285.00	\$228.00
202	642	CHANNELIZING LINE, TYPE 1	4240	LF	\$0.75	\$3,180.00
203	642	DOTTED LINE, TYPE 1	170	LF	\$2.00	\$340.00
204	642	ISLAND MARKING, TYPE 1	95	SF	\$1.30	\$123.50
205	644	STOP LINE	960	LF	\$6.50	\$6,240.00
206	644	CROSSWALK LINE, 6"	2088	LF	\$3.00	\$6,264.00
207	644	TRANSVERSE LINE	508	LF	\$4.50	\$2,286.00
208	644	LANE ARROW	93	EA	\$80.00	\$7,440.00
209	644	WORD ON PAVEMENT, 72"	28	EA	\$102.00	\$2,856.00
210	644	RAILROAD SYMBOL MARKING	2	EA	\$340.00	\$680.00
211	644	SCHOOL SYMBOL MARKING, 72"	1	EA	\$1,065.00	\$1,065.00

Project: CORNELL RD IMPROVEMENTS, SWING RD TO I-71

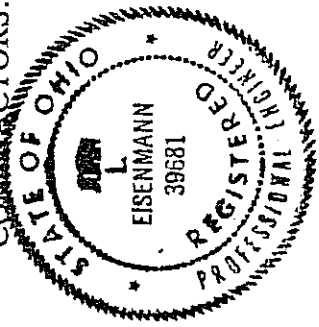
Project #: 92046

Item No.	Spec. No.	Item	Estimated Quantity	Unit of Measure	Unit Cost Total	Item cost
212	862	RAISED PAVEMENT MARKER	450	EA	\$25.00	\$11,250.00
		TRAFFIC CONTROL SUBTOTAL				\$349,252.15
		WATER WORKS	1	LS	\$250,000.00	\$250,000.00
		R/R CROSSING	1	LS	\$50,000.00	\$50,000.00
		CONTINGENCIES				\$3,785,196.65
		* CONTINGENCY ITEMS				\$214,803.35
TOTAL BASE BID						\$4,000,000.00

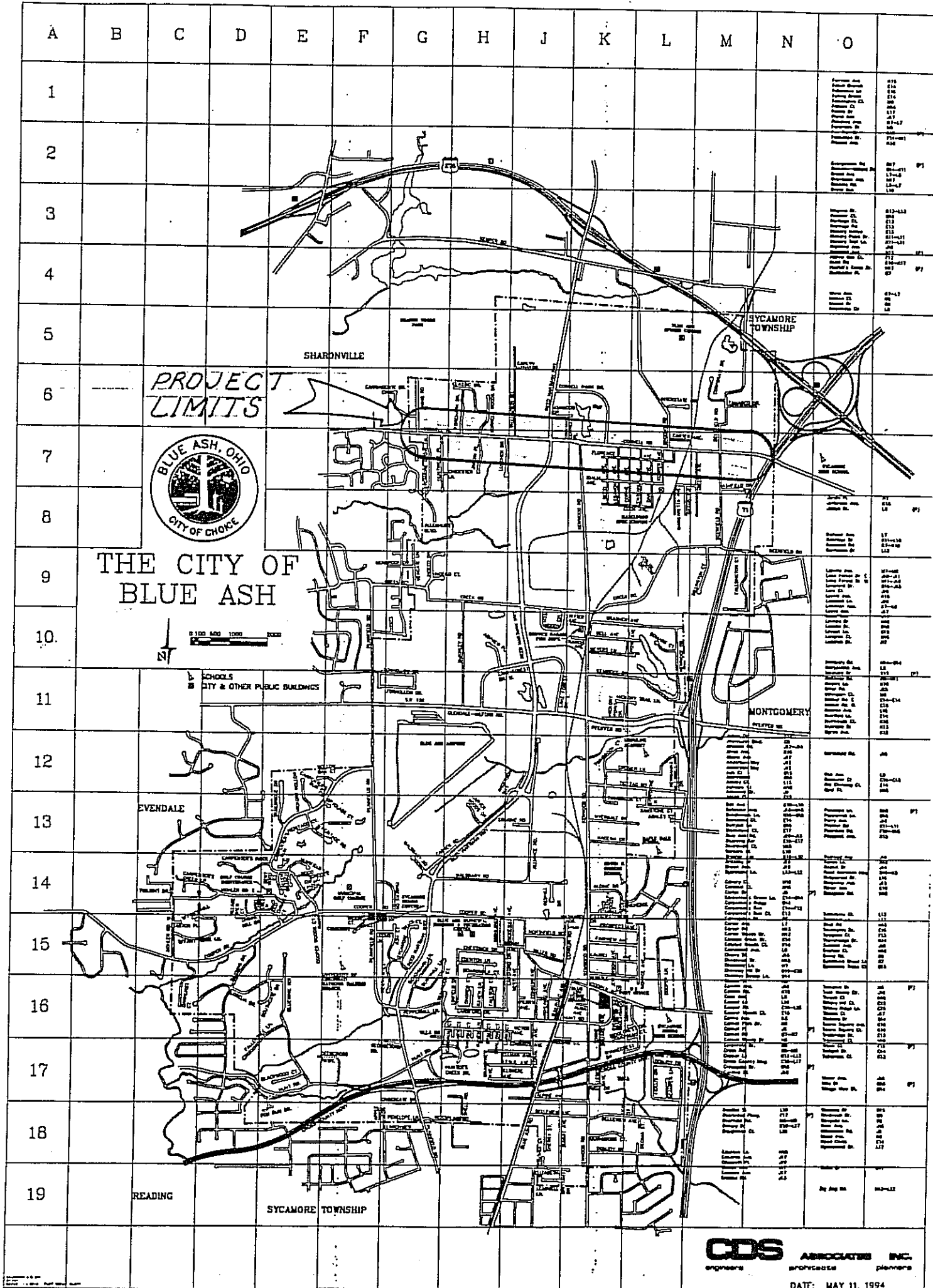
USEFUL LIFE:

UPON SATISFACTORY COMPLETION OF THE WORK, THE USEFUL LIFE OF THE CORNELL ROAD IMPROVEMENTS WILL BE 25 YEARS FOR ROADWAY IMPROVEMENTS.

OPINION OF CONSTRUCTION COST IS SUBJECT TO ADJUSTMENT UPON DETAIL PLAN COMPLETION AND UPON RECEIPT OF BIDS BY QUALIFIED CONTRACTORS:




John L. Eisenmann
 John L. Eisenmann, P.E., P.S.
 Ohio Engineer #39681



CITY OF BLUE ASH
Service Department
Interoffice Memorandum

TO: H.W. Woody Cauble, P.E., Service Director

FROM: Marvin D. Thompson, City Manager 

SUBJECT: Ohio Public Works Commission (OPWC) Application for Financial Assistance Designation of Responsible Official

DATE: September 19, 1994

COPIES: Bruce E. Henry, James Pfeffer

The purpose of this memorandum is to designate H.W. Woody Cauble, P.E., Service Director of the City of Blue Ash, as the City official responsible for the submittal of any application, form, agreement, etc., to the Ohio Public Works Commission (OPWC) for financial assistance.

Mr. Cauble shall have the authority to submit applications to, meet with, and execute agreements with the Ohio Public Works Commission (OPWC) or the District 2 Public Works Integrating Committee (DPWIC), on behalf of the City of Blue Ash, Ohio.



CITY OF BLUE ASH

4343 Cooper Road • Blue Ash, Ohio 45242-5699 • (513) 745-8500 • Fax 745-8594
Marvin D. Thompson, City Manager

September 16, 1994

STATE CAPITAL IMPROVEMENT PROGRAM ROUND 9 CERTIFICATION OF LOCAL FUNDS •

STATUS OF FUNDS

THIS IS TO CERTIFY THAT CITY FUNDS ARE AVAILABLE TO FINANCE THE LOCAL SHARE OF THE CORNELL ROAD IMPROVEMENTS. ATTACHED FOR VERIFICATION IS A COPY OF THE DECEMBER 31, 1993, COMPREHENSIVE ANNUAL FINANCIAL REPORT FOR THE CITY OF BLUE ASH.



JAMES S. PFEFFER, TREASURER



printed on recycled paper



CITY OF BLUE ASH

4343 Cooper Road • Blue Ash, Ohio 45242-5699 • (513) 745-8500 • Fax 745-8594

TTY (for the hearing/speech impaired) 745-6251

Marvin D. Thompson, City Manager

January 5, 1995

John Eisenmann, City Engineer
CDS Associates, Inc.
11120 Kenwood Road
Blue Ash, OH 45242

Subject: Debt Financing Overview for Cornell Road Improvement Project

Dear John:

In light of current developments, we felt that an update on our financing plan would be appropriate and of interest.

As you may recall from our recent meetings, funding sources for this project include direct contributions from the City's General Fund to the project fund, an expected Hamilton County \$5 License Tax grant for \$50,000, other grant assistance (with the City having planned for \$950,000 in Issue 2 allocations), and reliance upon short-term Bond Anticipation Notes to be retired with General Obligation Bonds in the fall of 1995.

During 1993, the City provided direct funding of \$320,000 for preliminary engineering and initial right of way acquisitions. The City's 1994 commitment for continued engineering, design, and right of way appraisal/negotiation/acquisition totaled \$400,000. City Council has committed to further direct allocation of funds of \$500,000 in 1995. Budget allocations for 1996 at this time are uncertain.

Our debt financing plans called for the issuance of a \$2,000,000 short-term Bond Anticipation Note in October of 1994. That note, which carried a tax-exempt interest rate of 3.69%, will mature on April 17, 1995. Just prior to its maturity, a rollover note of an equivalent amount will be issued to come due just after the bonds are issued in the fall. A supplementary Bond Anticipation Note for \$1,500,000 for ongoing project costs will be issued at the same time. The proceeds of the first \$2,000,000 note will provide funds for continued engineering, final acquisition of right of way, and all pre-award expenses related to this project. The note for \$1,500,000 will be used to fund the preliminary stages of the construction award, as well as any remaining property, engineering, and inspection services. The construction award is expected to be made in July, 1995, with site work to commence soon thereafter. Project completion is not expected to occur until spring, 1997.



Since no portion of the Bond Anticipation Note issued in October of 1994 is expected to be used for construction, none of the related interest costs would qualify for potential reimbursement under the Credit Enhancement program. A portion of the interest associated with the \$1,500,000 new note issued in late March of 1995 will be construction-related, but since the amount is undetermined, this expense will not be considered for reimbursement at this time. We are anticipating a 7 month maturity with an estimated 4.5% interest rate.

On approximately October 1, 1995, the City plans to issue a General Obligation Bond in the aggregate principal amount of \$4,300,000. The issue will be uninsured, however we expect that we will maintain our current Aa rating with Moody's. It is estimated that the bond issue will carry an interest rate of 5.75% and will be structured for a maturity of 8 years. The first year of principal reduction will occur in the fall of 1997, and annually thereafter in the amount of \$614,258.71 until paid.

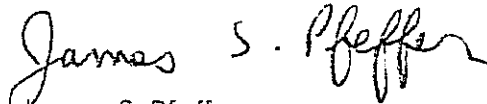
Based upon your estimate (with which we concur), \$3.8 million of the project cost will be construction related. Our current plans call for a reduction in costs for combined anticipated grant financing of \$1,000,000. In order to address the requested information from the Issue 2 Committee concerning the undesirable and unplanned scenario of only \$150,000 in grant financing (\$50,000 from County \$5 License Tax and \$100,000 from Issue 2), the Credit Enhancement data is hereby being recalculated based on a net construction expense of \$3,650,000 supported through debt financing. All direct City funding is expected to be applied to costs for engineering and right of way acquisitions.

Based upon the information expressed above, the bond-related interest expense eligible for potential reimbursement under the Credit Enhancement program would be \$509,737. This calculation is based upon net construction related debt of \$3,650,000 from 10-1-95 (bond issuance date) to 3-31-97 (project completion date) plus an additional 12 months to 3-31-98 (maximum period eligible for reimbursement = 30 months), at an estimated interest rate of 5.75%. The first bond principal payment would occur 10-1-97, reducing the construction related balance to \$3,129,000 for the period October, 1997 through March, 1998.

Kindly advise if you need this information in a different format. Thank you.

Sincerely yours,

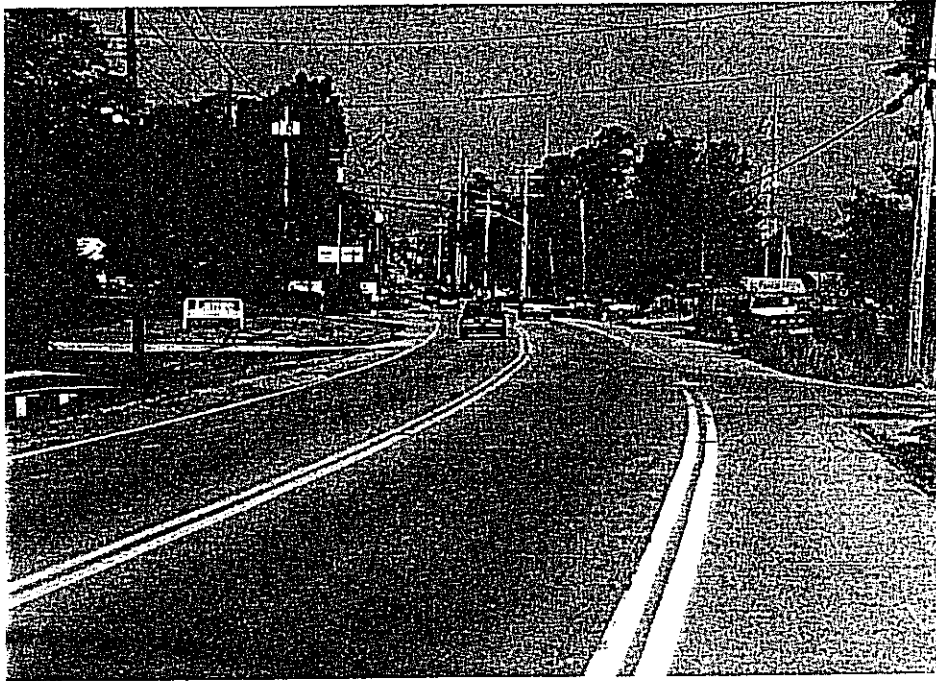
CITY OF BLUE ASH



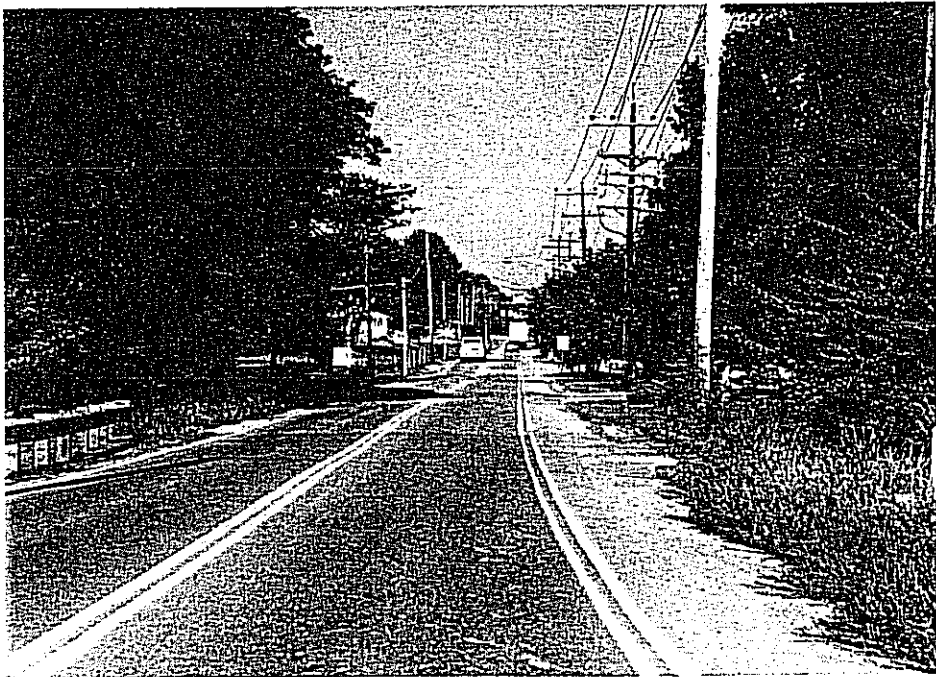
James S. Pfeffer
Treasurer

c: Marvin D. Thompson, City Manager
Nancy L. Hennel, Finance Officer

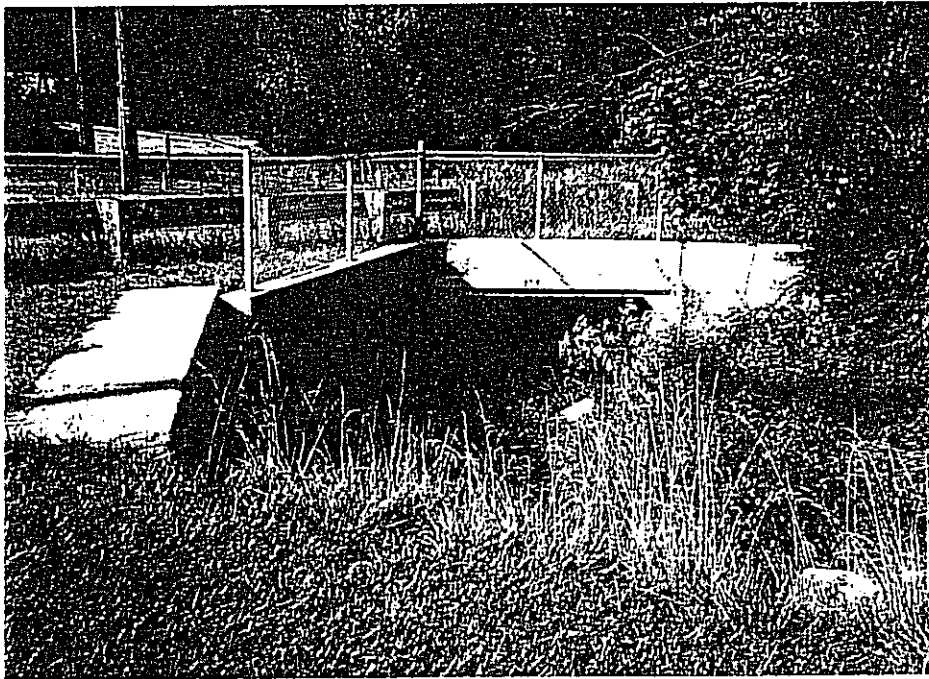




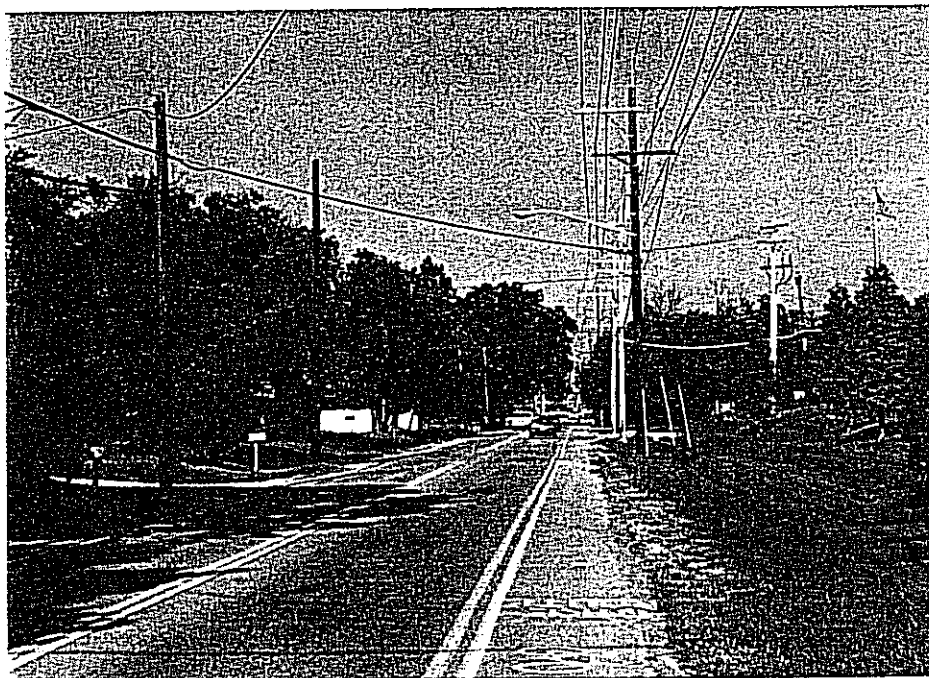
CORNELL ROAD WEST OF I-71.



CORNELL ROAD WEST OF DEERFIELD ROAD.



*EXISTING BOX CULVERT WEST OF DEERFIELD
TO BE EXTENDED.*



CORNELL ROAD WEST OF GROOMS ROAD.



***CORNELL ROAD WEST OF CORNELL PARK DRIVE
APPROACHING KENWOOD ROAD.***



CORNELL ROAD WEST OF REED HARTMAN.



CORNELL ROAD WEST OF CORNELL WOODS DRIVE.



CORNELL ROAD WEST OF HUNTWICKE PLACE.

THE CITY OF BLUE ASH, OHIO
COMBINED BALANCE SHEET
ALL FUND TYPES AND ACCOUNT GROUPS
DECEMBER 31, 1993

	Governmental				Proprietary		Fiduciary		Account		
	Fund Types				Fund Type		Fund Types		Groups		
	General Fund	Special Revenue Funds	Debt Service Funds	Capital Projects Funds	Enterprise Fund	Expendable Trust and Agency Funds	General Fixed Assets	Long-Term Obligations	Totals	(Memorandum Only)	
Assets and Other Debits:											
Assets:											
Cash and Cash Equivalents	\$1,606,093	\$813,024	\$26,662	\$3,054,824	\$86,848	\$10,868	\$0	\$0	\$5,598,319		
Investments at Cost	0	0	17,000	0	0	0	0	0	17,000		
Receivables (net of allowance for doubtful accounts):											
Taxes	1,940,381	0	4,304	0	0	0	0	0	1,944,685		
Accounts	42,941	303	0	0	33	0	0	0	43,277		
Special Assessments	0	0	126,311	0	0	0	0	0	126,311		
Interest	499	13	4	733	15	0	0	0	1,264		
Due from Other Funds	416	0	0	0	0	0	0	0	416		
Due from Other Governments	52,250	8,752	0	0	0	0	0	0	61,002		
Inventory of Supplies at Cost	15,803	60,745	0	0	18,083	0	0	0	94,631		
Prepaid Items	28,394	17,108	0	0	1,115	0	0	0	46,617		
Restricted Assets:											
Cash with Fiscal Agent	0	0	972	0	0	586	0	0	1,558		
Funds on Deposit with Deferred Compensation Board	0	0	0	0	0	1,209,067	0	0	1,209,067		
Fixed Assets (net of accumulated depreciation)	0	0	0	0	2,315,725	0	25,731,941	0	28,047,666		
Construction in Progress	0	0	0	0	0	0	1,106,736	0	1,106,736		
Other Debits:											
Amount Available in Debt Service Funds	0	0	0	0	0	0	0	43,666	43,666		
Amount to be Provided for General Long-Term Obligations	0	0	0	0	0	0	0	11,063,189	11,063,189		
Total Assets and Other Debits	\$3,686,777	\$899,945	\$175,253	\$3,055,557	\$2,421,819	\$1,220,521	\$26,838,677	\$11,106,855	\$49,405,404		

THE CITY OF BLUE ASH, OHIO
COMBINED BALANCE SHEET
ALL FUND TYPES AND ACCOUNT GROUPS
DECEMBER 31, 1993

	Governmental			Proprietary		Fiduciary		Account		
	Fund Types			Fund Type		Fund Types		Groups		
	General Fund	Special Revenue Funds	Debt Service Funds	Capital Projects Funds	Enterprise Fund	Expendable Trust and Agency Funds	General Fixed Assets	General Long-Term Obligations	Totals	(Memorandum Only)
Liabilities, Equity and Other Credits:										
Liabilities:										
Accounts Payable	\$286,854	\$195,207	\$0	\$469,899	\$10,970	\$0	\$0	\$0	\$962,930	
Accrued Wages and Benefits	544,322	143,895	0	0	37,285	0	0	0	725,502	
Due to Other Funds	0	416	0	0	0	0	0	0	416	
Due to Other Governments	13,561	916	0	0	74	210	0	0	14,761	
Due to Others	0	0	0	0	0	376	0	0	376	
Matured Bonds and Interest Payable	0	0	972	0	0	0	0	0	972	
Deferred Revenue	177,389	0	130,615	0	0	0	0	0	308,004	
Compensated Absences	0	0	0	0	42,372	0	0	636,748	679,120	
Capital Lease Payable	3,295	0	0	0	0	0	0	53,107	56,402	
General Obligation Bonds Payable	0	0	0	0	0	0	0	10,400,000	10,400,000	
Special Assessment Bonds Payable	0	0	0	0	0	0	0	0	0	
with Governmental Commitment	0	0	0	0	0	0	0	17,000	17,000	
Deferred Compensation Payable	0	0	0	0	0	1,209,067	0	0	1,209,067	
Total Liabilities	1,025,621	340,434	131,587	469,899	90,701	1,209,653	0	11,106,855	14,374,750	
Equity and Other Credits:										
Investment in General Fixed Assets	0	0	0	0	0	0	26,838,677	0	26,838,677	
Contributed Capital	0	0	0	0	2,520,235	0	0	0	2,520,235	
Retained Earnings (Accumulated Deficit):										
Unreserved	0	0	0	0	(189,117)	0	0	0	(189,117)	
Fund Balances:										
Reserved for Encumbrances	84,583	524,401	0	2,079,939	0	0	0	0	2,688,923	
Reserved for Supplies Inventory	15,803	60,745	0	0	0	0	0	0	76,548	
Reserved for Prepaid Items	28,394	17,108	0	0	0	0	0	0	45,502	
Reserved for Debt Service	0	0	43,666	0	0	0	0	0	43,666	
Unreserved:										
Undesignated	2,532,376	(42,743)	0	505,719	0	10,868	0	0	3,006,220	
Total Equity and Other Credits	2,661,156	559,511	43,666	2,585,658	2,331,118	10,868	26,838,677	0	35,030,654	
Total Liabilities, Equity and Other Credits	\$3,686,777	\$899,945	\$175,253	\$3,055,557	\$2,421,819	\$1,220,521	\$26,838,677	\$11,106,855	\$49,405,404	

The notes to the general purpose financial statements are an integral part of this statement.

THE CITY OF BLUE ASH, OHIO
COMBINED STATEMENT OF REVENUES,
EXPENDITURES AND CHANGES IN FUND BALANCES
ALL GOVERNMENTAL FUND TYPES AND EXPENDABLE TRUST FUNDS
FOR THE YEAR ENDED DECEMBER 31, 1993

	Governmental Fund Types				Fiduciary Fund Types	Totals (Memorandum Only)
	General Fund	Special Revenue Funds	Debt Service Funds	Capital Projects Funds	Expendable Trust Funds	
Revenues:						
Property Taxes	\$1,588,236	\$0	\$58,824	\$0	\$0	\$1,647,060
Municipal Income Taxes	11,996,514	0	0	0	0	11,996,514
Other Local Taxes	229,069	0	0	0	0	229,069
State Levied Shared Taxes	1,179,488	437,943	5,371	0	0	1,622,802
Intergovernmental Revenues	0	276,856	0	0	0	276,856
Charges for Services	105,004	508,243	0	650	0	613,897
Licenses and Permits	173,613	580	0	3,800	0	177,993
Investment Earnings	95,285	5,353	9,023	64,369	291	174,321
Special Assessments	0	0	17,845	0	0	17,845
Fines and Forfeitures	230,477	115,292	0	0	0	345,769
All Other Revenues	10,666	14,276	500	0	0	25,442
Total Revenues	15,608,352	1,358,543	91,563	68,819	291	17,127,568
Expenditures:						
Current:						
Security of Persons and Property	4,756,348	395,870	0	0	0	5,152,218
Leisure Time Activities	0	1,874,691	0	0	0	1,874,691
Community Development	422,779	0	0	0	513	423,292
Basic Utility Services	2,109,417	0	0	0	0	2,109,417
Transportation	0	841,370	0	0	0	841,370
General Government	1,973,176	0	0	0	0	1,973,176
Other Expenditures	0	0	0	0	1,500	1,500
Capital Outlay	910,946	1,646,476	0	1,971,302	0	4,528,724
Debt Service:						
Principal Retirement	19,125	0	1,128,000	0	0	1,147,125
Interest and Fiscal Charges	5,395	0	528,116	51,308	0	584,819
Total Expenditures	10,197,186	4,758,407	1,656,116	2,022,610	2,013	18,636,332
Excess (Deficiency) of Revenues over Expenditures	5,411,166	(3,399,864)	(1,564,553)	(1,953,791)	(1,722)	(1,508,764)
Other Financing Sources (Uses):						
Proceeds of General Obligation Bonds	0	0	0	4,000,000	0	4,000,000
Proceeds of Sale of Fixed Assets	457,261	0	0	0	0	457,261
Operating Transfers In	0	3,743,902	1,570,063	1,655,161	0	6,969,126
Operating Transfers Out	(7,055,314)	0	0	0	(912)	(7,056,226)
Total Other Financing Sources (Uses)	(6,598,053)	3,743,902	1,570,063	5,655,161	(912)	4,370,161
Excess (Deficiency) of Revenues and Other Financing Sources Over Expenditures and Other Uses	(1,186,887)	344,038	5,510	3,701,370	(2,634)	2,861,397
Fund Balance (Deficit) Beginning of Year	3,848,915	240,760	38,156	(1,115,712)	13,502	3,025,621
Decrease in Inventory Reserve	(872)	(25,287)	0	0	0	(26,159)
Fund Balance End of Year	\$2,661,156	\$559,511	\$43,666	\$2,585,658	\$10,868	\$5,860,859

The notes to the general purpose financial statements are an integral part of this statement.

THE CITY OF BLUE ASH, OHIO
COMBINED STATEMENT OF REVENUES, EXPENDITURES
AND CHANGES IN FUND BALANCES
BUDGET AND ACTUAL (NON-GAAP BUDGETARY BASIS)
ALL GOVERNMENTAL FUND TYPES
FOR THE YEAR ENDED DECEMBER 31, 1993

	<i>General Fund</i>			<i>Special Revenue Funds</i>		
	Revised		Variance:	Revised		Variance:
	Budget	Actual	Favorable (Unfavorable)	Budget	Actual	Favorable (Unfavorable)
Revenues:						
Property Taxes	\$1,603,528	\$1,588,236	(\$15,292)	\$0	\$0	\$0
Municipal Income Taxes	12,325,000	12,244,796	(80,204)	0	0	0
Other Local Taxes	229,000	229,923	923	0	0	0
State Levied Shared Taxes	1,120,528	1,112,536	(7,992)	415,500	437,075	21,575
Intergovernmental Revenues	0	0	0	567,263	276,856	(290,407)
Charges for Services	41,355	100,431	59,076	479,468	533,192	53,724
Licenses and Permits	152,000	173,096	21,096	600	580	(20)
Investment Earnings	69,197	96,405	27,208	2,786	5,365	2,579
Special Assessments	0	0	0	0	0	0
Fines and Forfeitures	250,807	230,477	(20,330)	142,498	115,147	(27,351)
All Other Revenues	10,250	10,366	116	18,250	14,429	(3,821)
Total Revenues	15,801,665	15,786,266	(15,399)	1,626,365	1,382,644	(243,721)
Expenditures:						
Current:						
Security of Persons and Property	4,981,089	4,790,257	190,832	823,134	397,800	425,334
Leisure Time Activities	0	0	0	2,024,046	1,891,845	132,201
Community Development	492,454	435,235	57,219	0	0	0
Basic Utility Services	2,292,933	2,209,547	83,386	0	0	0
Transportation	0	0	0	850,178	783,077	67,101
General Government	2,699,386	2,441,088	258,298	0	0	0
Capital Outlay	992,411	946,765	45,646	2,462,371	2,172,072	290,299
Debt Service:						
Principal Retirement	19,000	18,870	130	0	0	0
Interest and Fiscal Charges	6,000	5,395	605	0	0	0
Total Expenditures	11,483,273	10,847,157	636,116	6,159,729	5,244,794	914,935
Excess (Deficiency) of						
Revenues over Expenditures	4,318,392	4,939,109	620,717	(4,533,364)	(3,862,150)	671,214
Other Financing Sources (Uses):						
Proceeds from General Obligation Notes	0	0	0	0	0	0
Proceeds from General Obligation Bonds	0	0	0	0	0	0
Proceeds from Sale of Fixed Assets	438,000	457,261	19,261	0	0	0
Operating Transfers In	90,000	0	(90,000)	4,303,922	3,743,902	(560,020)
Operating Transfers Out	(7,779,147)	(7,055,314)	723,833	(40,000)	0	40,000
Total Other Financing Sources (Uses)	(7,251,147)	(6,598,053)	653,094	4,263,922	3,743,902	(520,020)
Excess (Deficiency) of Revenues						
and Other Financing Sources over						
Expenditures and Other Uses	(2,932,755)	(1,658,944)	1,273,811	(269,442)	(118,248)	151,194
Fund Balance at Beginning of Year	2,706,391	2,706,391	0	196,975	196,975	0
Prior Year Encumbrances	254,783	254,783	0	83,635	83,635	0
Fund Balance at End of Year	\$28,419	\$1,302,230	\$1,273,811	\$11,168	\$162,362	\$151,194

The notes to the general purpose financial statements are an integral part of this statement.

THE CITY OF BLUE ASH, OHIO
COMBINED STATEMENT OF REVENUES, EXPENDITURES
AND CHANGES IN FUND BALANCES
BUDGET AND ACTUAL (NON-GAAP BUDGETARY BASIS)
ALL GOVERNMENTAL FUND TYPES
FOR THE YEAR ENDED DECEMBER 31, 1993

<i>Debt Service Funds</i>			<i>Capital Projects Funds</i>			<i>Totals (Memorandum Only)</i>		
Revised		Variance:	Revised		Variance:	Revised		Variance:
Budget	Actual	Favorable (Unfavorable)	Budget	Actual	Favorable (Unfavorable)	Budget	Actual	Favorable (Unfavorable)
\$56,613	\$58,824	\$2,211	\$0	\$0	\$0	\$1,660,141	\$1,647,060	(\$13,081)
0	0	0	0	0	0	12,325,000	12,244,796	(80,204)
0	0	0	0	0	0	229,000	229,923	923
5,500	5,371	(129)	0	0	0	1,541,528	1,554,982	13,454
0	0	0	0	0	0	567,263	276,856	(290,407)
0	0	0	0	650	650	520,823	634,273	113,450
0	0	0	3,000	3,800	800	155,600	177,476	21,876
1,396	9,021	7,625	15,050	63,835	48,785	88,429	174,626	86,197
9,000	17,845	8,845	0	0	0	9,000	17,845	8,845
0	0	0	0	0	0	393,305	345,624	(47,681)
0	500	500	0	0	0	28,500	25,295	(3,205)
72,509	91,561	19,052	18,050	68,285	50,235	17,518,589	17,328,756	(189,833)
0	0	0	0	0	0	5,804,223	5,188,057	616,166
0	0	0	0	0	0	2,024,046	1,891,845	132,201
0	0	0	0	0	0	492,454	435,235	57,219
0	0	0	0	0	0	2,292,933	2,209,547	83,386
0	0	0	0	0	0	850,178	783,077	67,101
0	0	0	0	0	0	2,699,386	2,441,088	258,298
0	0	0	4,536,278	4,242,847	293,431	7,991,060	7,361,684	629,376
1,128,000	1,128,000	0	4,925,000	4,925,000	0	6,072,000	6,071,870	130
538,521	528,116	10,405	99,500	80,161	19,339	644,021	613,672	30,349
1,666,521	1,656,116	10,405	9,560,778	9,248,008	312,770	28,870,301	26,996,075	1,874,226
(1,594,012)	(1,564,555)	29,457	(9,542,728)	(9,179,723)	363,005	(11,351,712)	(9,667,319)	1,684,393
0	0	0	2,675,000	2,675,000	0	2,675,000	2,675,000	0
0	0	0	4,000,000	4,000,000	0	4,000,000	4,000,000	0
0	0	0	0	0	0	438,000	457,261	19,261
1,613,973	1,570,063	(43,910)	1,655,161	1,655,161	0	7,663,056	6,969,126	(693,930)
0	0	0	0	0	0	(7,819,147)	(7,055,314)	763,833
1,613,973	1,570,063	(43,910)	8,330,161	8,330,161	0	6,956,909	7,046,073	89,164
19,961	5,508	(14,453)	(1,212,567)	(849,562)	363,005	(4,394,803)	(2,621,246)	1,773,557
38,154	38,154	0	469,155	469,155	0	3,410,675	3,410,675	0
0	0	0	757,652	757,652	0	1,096,070	1,096,070	0
\$58,115	\$43,662	(\$14,453)	\$14,240	\$377,245	\$363,005	\$111,942	\$1,885,499	\$1,773,557

RESULTING EMPLOYMENT OPPORTUNITIES

- A. **Temporary Employment:** It is anticipated that 50 temporary construction jobs will be created as a result of this project.
- B. **Full-time Employment:** It is not anticipated that any new full-time employment will result from the proposed infrastructure activity.

SPECIAL FLOOD HAZARD AREA DEVELOPMENT PERMIT APPLICATION

Application is hereby made for a DEVELOPMENT PERMIT as required by the Flood Damage Prevention Ordinance No. 87-21 of the City of Blue Ash, Ohio, for development in an identified flood hazard area. All activities shall be completed in accordance with the requirements of said ordinance. The development to be performed is described below and in attachments hereto. The applicant understands and agrees that:

- * the permit applied for, if granted is issued on the conditions and facts described herein;
- * any permit issued may be repealed if any conditions or facts change;
- * if issued, the permit shall be considered void if the described activity has not begun within six months of the issuance date;
- * the permit will remain valid for one year from date of issuance.

Owner's Name: City of Blue Ash Builder: N/A
Address: 4343 Cooper Road Address: _____
Phone: (513) 745-8500 Phone: () _____

DESCRIPTION OF WORK

1. Location of proposed development site - address: Cornell Road between Labelle & Deerfield legal description: _____
(see attached plans)
2. Kind of development proposed: new building _____ manufact. home install. _____
Roadway Improvements x residential _____ single lot _____
nonresidential _____ manufact. home park _____
alteration to existing structure _____ building addition _____ accessory structure _____ filling _____ mining _____ dredging x watercourse alteration _____ other _____ (describe culvert extension per the attached plan)
3. If the proposed construction is an alteration, addition or improvement to an existing structure, indicate the cost of proposed construction \$ N/A.
What is the estimated market value of the existing structure \$ _____?

Note - An existing structure must comply with the flood protection standards if it is substantially improved (an improvement equal to or greater than 50% of the market value of the structure).

4. Does proposed development involve a subdivision or other development containing at least 50 lots or 5 acres (whichever is less) Yes _____ No x?

Note - If yes, base flood elevation data is required from applicant if it has not been provided by FEMA.

I AGREE THAT ALL STATEMENTS IN AND ATTACHMENTS TO THIS APPLICATION ARE A TRUE DESCRIPTION OF THE EXISTING PROPERTY AND THE PROPOSED DEVELOPMENT ACTIVITY. I UNDERSTAND THE DEVELOPMENT REQUIREMENTS FOR SPECIAL FLOOD HAZARD AREA ACTIVITIES PER THE APPROPRIATE ORDINANCE (RESOLUTION) AND AGREE TO ABIDE THERETO.

Date Sept. 1, 1994 Applicant's Signature _____

John L. Eisenmann
John L. Eisenmann, P.E., P.S.
City Engineer

09-07-1994

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Streets: (E-W) CORNELL RD. (N-S) REED HARTMAN HWY.
Analyst: SMK File Name: RHCOR_PM.HC9
Area Type: Other 9-7-94 PM PEAK
Comment: 1990 TRAFFIC COUNTS WITH EX. GEOMETRIC CONDITIONS

```

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	<	1	1	1	1	2	<	1	2	<
Volumes	194	234	171	165	278	249	200	1068	211	154	596	135
Lane Width	11.0	11.0		11.0	11.0	11.0	12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0

Phase Combination		1	2	3	4	5	6	7	8
EB	Left	*	*			NB	Left	*	*
	Thru		*				Thru		*
	Right		*				Right		*
	Peds						Peds		
WB	Left	*	*			SB	Left	*	*
	Thru		*				Thru		*
	Right		*				Right		*
	Peds						Peds		
NB	Right					EB	Right		
SB	Right					WB	Right	*	
Green	15A	32A				Green	13A	48P	
Yellow/A-R	3	3				Yellow/A-R	3	3	
Lost Time	3.0	3.0				Lost Time	3.0	3.0	
Cycle Length: 120 secs Phase combination order: #1 #2 #5 #6									

	Lane	Group:	Adj Sat	v/c	g/C			Approach:	
	Mvmts	Cap	Flow	Ratio	Ratio	Delay	LOS	Delay	LOS
	-----	-----	-----	-----	-----	-----	---	-----	-----
EB	L	205	1642	0.77	0.42	33.7	D	30.4	D
	TR	864	3239	0.52	0.27	28.9	D		
WB	L	205	1642	0.55	0.42	22.4	C	25.3	D
	T	461	1729	0.64	0.27	31.6	D		
	R	588	1469	0.45	0.40	20.4	C		
NB	L	183	1693	0.49	0.53	15.1	C	45.4	E
	TR	1391	3478	1.02	0.40	49.9	E		
SB	L	183	1693	0.38	0.53	13.1	B	20.4	C
	TR	1387	3468	0.58	0.40	21.9	C		

Intersection Delay = 33.2 sec/veh Intersection LOS = D
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.763

09-07-1994

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.608

HCM: SIGNALIZED INTERSECTION SUMMARY

09-07-1994

Center For Microcomputers In Transportation

Streets: (E-W) CORNELL RD.

(N-S) KENWOOD ROAD

Analyst: SMK

File Name: KNCOR_EX.HC9

Area Type: Other

9-7-94 PM PEAK

Comment: 1990 TRAFFIC COUNTS WITH EX. GEOMETRIC CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	> 1	1		1	1	<	1	1	<	> 1	<	
Volumes	30	330	189	313	404	20	222	30	224	1	60	1
Lane Width	11.0	11.0		11.0	11.0		11.0	11.0		11.0		
RTOR Vols			0			0			0			0

Signal Operations

Phase Combination		1	2	3	4	5	6	7	8
EB	Left		*			NB Left	*		
	Thru		*			Thru	*		
	Right		*			Right	*		
	Peds					Peds			
WB	Left	*	*			SB Left	*		
	Thru	*	*			Thru	*		
	Right	*	*			Right	*		
	Peds					Peds			
NB	Right					EB Right	*		
SB	Right					WB Right			
Green		8P	34A			Green	18A	8A	
Yellow/A-R		3	3			Yellow/A-R	3	3	
Lost Time		3.0	3.0			Lost Time	3.0	3.0	
Cycle Length: 80 secs Phase combination order: #1 #2 #5 #6									

Intersection Performance Summary

	Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:	
								Delay	LOS
	Mvmts	Cap	Flow	Ratio	Ratio				
EB	LT	654	1539	0.58	0.43	14.3	B	10.6	B
	R	1010	1469	0.20	0.69	3.4	A		
WB	L	164	1642	0.85	0.56	32.5	D	18.5	C
	TR	965	1716	0.46	0.56	8.1	B		
NB	L	369	1642	0.63	0.22	23.8	C	27.4	D
	TR	338	1500	0.79	0.22	30.6	D		
SB	LTR	155	1551	0.42	0.10	26.8	D	26.8	D

Intersection Delay = 18.7 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.621

HCM: SIGNALIZED INTERSECTION SUMMARY

09-07-1994

Center For Microcomputers In Transportation

Streets: (E-W) CORNELL RD.

(N-S) KENWOOD ROAD

Analyst: SMK

File Name: KNCOR_PR.HC9

Area Type: Other

9-7-94 PM PEAK

Comment: 1990 TRAFFIC COUNTS WITH PROP. GEOMETRIC CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	<	1	> 1	1	> 1	<	
Volumes	30	330	189	313	404	20	222	30	224	1	60	1
Lane Width	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0	11.0		
RTOR Vols			0			0			0			0

Signal Operations

Phase Combination		1	2	3	4	5	6	7	8
EB	Left		*			NB	Left	*	
	Thru		*				Thru	*	
	Right		*				Right	*	
	Peds						Peds		
WB	Left		*	*		SB	Left	*	
	Thru		*	*			Thru	*	
	Right		*	*			Right	*	
	Peds						Peds		
NB	Right		*			EB	Right	*	
SB	Right					WB	Right		
Green		10P	30A			Green	18A	10A	
Yellow/A-R		3	3			Yellow/A-R	3	3	
Lost Time		3.0	3.0			Lost Time	3.0	3.0	
Cycle Length: 80 secs Phase combination order: #1 #2 #5 #6									

Intersection Performance Summary

	Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:	
								Delay	LOS
EB	L	349	931	0.09	0.38	12.3	B	10.4	B
	T	1296	3457	0.28	0.38	13.3	B		
	R	936	1469	0.21	0.64	4.6	A		
WB	L	205	1642	0.69	0.54	16.5	C	11.3	B
	TR	1844	3431	0.25	0.54	7.5	B		
NB	L	369	1642	0.35	0.22	20.1	C	18.1	C
	LT	375	1665	0.36	0.22	20.1	C		
	R	514	1469	0.46	0.35	15.8	C		
SB	LTR	194	1550	0.34	0.13	24.7	C	24.7	C

Intersection Delay = 13.2 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.354

09-07-1994

Center For Microcomputers In Transportation

Streets: (E-W) CORNELL ROAD

(N-S) DEERFIELD RD.

Analyst: SMK

File Name: DECOR EX.HC9

Area Type: Other

9-7-94 PM. PEAK

Comment: 1990 TRAFFIC COUNTS WITH EX. GEOMETRIC CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	<	1	1	<	1	1	<	>	1	<
Volumes	105	301	92	56	155	25	106	174	238	50	143	109
Lane Width	11.0	11.0		11.0	11.0		11.0	11.0		11.0		
RTOR Vols			0			0			0			0

Signal Operations

Phase Combination			1	2	3	4	5	6	7	8
EB	Left	*		*			NB	Left	*	
	Thru			*				Thru	*	
	Right			*				Right	*	
	Peds							Peds		
WB	Left	*		*			SB	Left	*	
	Thru			*				Thru	*	
	Right			*				Right	*	
	Peds							Peds		
NB	Right						EB	Right		
SB	Right						WB	Right		
Green		9A	30P				Green		32A	
Yellow/A-R		3	3				Yellow/A-R		3	
Lost Time		3.0	3.0				Lost Time		3.0	
Cycle Length: 80 secs Phase combination order: #1 #2 #5										

Intersection Performance Summary

	Lane	Group:	Adj Sat	v/c	g/C			Approach:	
	Mvmts	Cap	Flow	Ratio	Ratio	Delay	LOS	Delay	LOS
	-----	-----	-----	-----	-----	-----	---	-----	---
EB	L	185	1642	0.20	0.52	7.7	B	15.5	C
	TR	626	1669	0.66	0.38	17.6	C		
WB	L	185	1642	0.11	0.52	7.3	B	12.0	B
	TR	634	1692	0.30	0.38	13.5	B		
NB	L	389	973	0.29	0.40	12.5	B	16.3	C
	TR	631	1578	0.69	0.40	17.3	C		
SB	LTR	451	1127	0.71	0.40	18.7	C	18.7	C

Intersection Delay = 15.9 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.599

HCM: SIGNALIZED INTERSECTION SUMMARY

09-07-1994

Center For Microcomputers In Transportation

Streets: (E-W) CORNELL ROAD

(N-S) DEERFIELD RD.

Analyst: SMK

File Name: DECOR_PR.HC9

Area Type: Other

9-7-94 PM PEAK

Comment: 1990 TRAFFIC COUNTS WITH PROP. GEOMETRIC CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	<	1	1	<	1	1	1	1	1	1
Volumes	105	301	92	56	155	25	106	174	238	50	143	109
Lane Width	11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0
RTOR Vols			0			0			0			0

Signal Operations

Phase Combination		1	2	3	4	5	6	7	8
EB	Left	*	*			NB Left	*		
	Thru		*			Thru	*		
	Right		*			Right	*		
	Peds					Peds			
WB	Left	*	*			SB Left	*		
	Thru		*			Thru	*		
	Right		*			Right	*		
	Peds					Peds			
NB	Right	*				EB Right			
SB	Right	*				WB Right			
Green		11A	32P			Green	28A		
Yellow/A-R		3	3			Yellow/A-R	3		
Lost Time		3.0	3.0			Lost Time	3.0		
Cycle Length: 80 secs Phase combination order: #1 #2 #5									

Intersection Performance Summary

	Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:	
								Delay	LOS
EB	L	226	1642	0.18	0.57	6.2	B	13.8	B
	TR	668	1669	0.62	0.40	15.8	C		
WB	L	226	1642	0.09	0.57	5.8	B	10.8	B
	TR	677	1692	0.28	0.40	12.4	B		
NB	L	345	985	0.32	0.35	14.7	B	11.7	B
	T	605	1729	0.30	0.35	14.5	B		
	R	771	1469	0.33	0.52	8.4	B		
SB	L	219	627	0.24	0.35	14.1	B	11.7	B
	T	605	1729	0.25	0.35	14.1	B		
	R	771	1469	0.15	0.52	7.4	B		

Intersection Delay = 12.2 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.453

ATTACHMENT
CORNELL ROAD RIGHT-OF-WAY ACQUISITION

Right-of-way acquisition for the Cornell Road Improvement project has been authorized by the City. Based on preliminary right-of-way plans, appraisals on all parcels began in February of 1994. Final right-of-way plans and legal descriptions were completed September 9, 1994. Formal negotiations are currently underway. The City will acquire through appropriations all right-of-way not obtained by March 15, 1995. This will allow utility relocations to begin prior to a construction contract being awarded.

ADDITIONAL SUPPORT INFORMATION

For Program Year 1995 (July 1, 1995 through June 30, 1996), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

- 1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State Form BR-86.

Closed	_____	Poor	_____
Fair	<u>X</u>	Good	_____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

No sidewalks are provided to move non-vehicular traffic through the corridor. The existing pavement has inadequate width to handle the residential, industrial and commercial growth which has occurred. The drainage system is substandard and requires replacement. The traffic control measures are not responsive to fluctuations in traffic volumes and direction.

- 2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 1995) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

_____ 1 _____ (weeks)/months (Circle one)

Are preliminary plans or engineering completed?

(Yes) No

Are detailed construction plans completed?

(Yes) No

Are all right-of-way and easements acquired? *

Yes (No) N/A

* Please answer the following if applicable:

No. of parcels needed for project: 132 of these, how many are Takes 98,
Temporary 105, Permanent 39.

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired. (See attached).

Are all utility coordinations completed

Yes (No) N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed.

_____ 10 _____ weeks/(months)

- 3) How will the proposed project impact the general health, safety and welfare of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, commerce and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data.

The improvements will provide a sidewalk / bikepath system so that safe access to the Blue Ash Sports Center on Grooms Road and Sycamore High School can be provided. Crossing gates and flashers will improve safety at the I & O railroad crossing. The curbs, sidewalks and storm drainage system across the Hazelwood subdivision frontage will enhance the property values of a low income area. The extension of Cornell Park Drive to the south will improve access and help in the revitalization of the Hazelwood area. Increased capacity on the roadway will improve emergency access especially during peak traffic periods. Improved geometrics will improve truck access to the industrial areas and thus make the area more attractive to office and industrial growth.

- 4) What type of funds are to be utilized for the local share for this project?

Federal _____ ODOT _____ Local _____
MRF _____ OWDA _____ CDBG _____
Other _____ Loan Assistance Application

NOTE: If MRF funds are being used for the local share, the MRF application must have been filed by August 1, 1994, for this project with the Hamilton County Engineer's Office. (See attached MRF application).

The minimum amount of matching funds for grant projects (local share) must be at least 10% of the TOTAL CONSTRUCTION COST. What percentage of matching funds are being committed to this project?

0 %

- 5) Has any formal action by a federal, state, or local government agency resulted in a complete or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the legislation must be submitted with the application. THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE VALID.

Complete Ban _____ Partial Ban _____ No Ban X

Will the ban be removed after the project is completed?

Yes _____ No _____

- 6) What is the total number of existing users that will benefit as a result of the proposed project?

13,000 ADT x 1.2 = 15,600

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

- 7) Has the jurisdiction developed a Five Year Capital Improvement Plan as required in O.R.C., Chapter 164?

Yes X

No _____

- 8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Cornell Road serves as an east west arterial providing access to the northern Blue Ash commercial, office and residential areas. The road begins at U.S. 42 in Sharonville and extends through Blue Ash, Montgomery and ends at Montgomery Road in Symmes Township near I-275.

- 9) For expansion projects, please provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO's "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____ * Proposed LOS _____ *
(See explanation below)

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.) *

Level of service on Cornell Road is controlled by the operation of three key intersections, Reed Hartman, Kenwood and Deerfield. Based on PM peak turning movement counts, the proposed improvements will improve the LOS at each intersection. Table 1 summarizes the operational characteristics.

T A B L E 1

Intersection w/Cornell	Existing LOS	Proposed LOS
Reed Hartman	D	C
Kenwood Road	C	B
Deerfield Road	C	B

STATE CAPITAL IMPROVEMENT PROGRAM

ROUND NO. 9

PROGRAM YEAR 1995 PROJECT SELECTION CRITERIA - JULY 1, 1995 TO JUNE 30, 1996

ADOPTED BY THE DISTRICT 2 INTEGRATING COMMITTEE

June 27, 1994

JURISDICTION/AGENCY: BLUE ASH

NAME OF PROJECT: CORNELL ROAD - CREDIT ENHANCE

TOTAL POINTS FOR THIS PROJECT: ~~10~~ ~~15~~ ~~20~~ ~~25~~ ~~30~~ ~~35~~ ~~40~~ ~~45~~ ~~50~~ ~~55~~ ~~60~~ ~~65~~ ~~70~~ ~~75~~ ~~80~~ ~~85~~ ~~90~~ ~~95~~ ~~100~~ ~~105~~ ~~110~~ ~~115~~ ~~120~~ ~~125~~ ~~130~~ ~~135~~ ~~140~~ ~~145~~ ~~150~~ ~~155~~ ~~160~~ ~~165~~ ~~170~~ ~~175~~ ~~180~~ ~~185~~ ~~190~~ ~~195~~ ~~200~~ ~~205~~ ~~210~~ ~~215~~ ~~220~~ ~~225~~ ~~230~~ ~~235~~ ~~240~~ ~~245~~ ~~250~~ ~~255~~ ~~260~~ ~~265~~ ~~270~~ ~~275~~ ~~280~~ ~~285~~ ~~290~~ ~~295~~ ~~300~~ ~~305~~ ~~310~~ ~~315~~ ~~320~~ ~~325~~ ~~330~~ ~~335~~ ~~340~~ ~~345~~ ~~350~~ ~~355~~ ~~360~~ ~~365~~ ~~370~~ ~~375~~ ~~380~~ ~~385~~ ~~390~~ ~~395~~ ~~400~~ ~~405~~ ~~410~~ ~~415~~ ~~420~~ ~~425~~ ~~430~~ ~~435~~ ~~440~~ ~~445~~ ~~450~~ ~~455~~ ~~460~~ ~~465~~ ~~470~~ ~~475~~ ~~480~~ ~~485~~ ~~490~~ ~~495~~ ~~500~~ ~~505~~ ~~510~~ ~~515~~ ~~520~~ ~~525~~ ~~530~~ ~~535~~ ~~540~~ ~~545~~ ~~550~~ ~~555~~ ~~560~~ ~~565~~ ~~570~~ ~~575~~ ~~580~~ ~~585~~ ~~590~~ ~~595~~ ~~600~~ ~~605~~ ~~610~~ ~~615~~ ~~620~~ 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~~8~~

4

- 3) If the project is built, what will be its effect on the facility's serviceability?

- 5 Points - Significant effect (e.g., widen to and add lanes along entire project)
- 4 Points - Moderate to significant effect
- 3 Points - Moderate effect (e.g., widen exist. lanes)
- 2 Points - Moderate to little effect
- 1 Points - Little or no effect (e.g., street or bridge deck rehabilitation)

8

- 4) How important is the project to HEALTH, SAFETY, AND WELFARE of the public and the citizens of the District and/or service area?

- 10 Points - Highly significant importance, with substantial impact on all 3 factors
- 8 Points - Considerably significant importance, with substantial impact on 2 factors OR noticeable impact on all 3 factors
- 6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors
- 4 Points - Minimal importance, with noticeable impact on 1 factor
- 2 Points - No measurable impact

2

- 5) What is the overall economic health of the jurisdiction?

- 10 Points - Poor
- 8 Points -
- 6 Points - Fair
- 4 Points -
- 2 Points - Excellent

5

- 6) What matching funds are being committed to the project, expressed as a percentage of the TOTAL CONSTRUCTION COST? Loan and Credit Enhancement projects automatically receive 5 points, and no match is required. All grant funded projects require a minimum of 10% matching funds.

CREDIT
ENHANCE

- 5 Points - 50% or more
- 4 Points - 40% to 49.99%
- 3 Points - 30% to 39.99%
- 2 Points - 20% to 29.99%
- 1 Point - 10% to 19.99%

0

- 7) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? POINTS MAY ONLY BE AWARDED IF THE END RESULT OF THE PROJECT WILL CAUSE THE BAN TO BE LIFTED.

5 Points - Complete or significant ban
3 Points - Partial or moderate ban
0 Points - No ban of any kind

5

- 8) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for roads and bridges, but only when certifiable ridership figures are provided.

5 Points - 10,000 or more
4 Points - 7,500 to 9,999
3 Points - 5,000 to 7,499
2 Points - 2,500 to 4,999
1 Point - 2,499 and under

~~X~~

- 9) Does the infrastructure have REGIONAL impact? Consider origins and destinations of traffic, functional classification, size of service area, number of jurisdictions served, etc.

5 Points - Major impact (e.g., major multi-jurisdictional route, primary feed route to an Interstate, Federal - Aid Primary routes)
4 Points -
3 Points - Moderate impact (e.g., principal thoroughfares, Federal - Aid Urban routes)
2 Points -
1 Point - Minimal or no impact (e.g., cul-de-sacs, subdivision streets)

1

- 10) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or a dedicated tax for infrastructure?

2 Points - Two of the above
1 Point - One of the above
0 Points - None of the above

ADDENDUM TO THE RATING SYSTEM
DEFINITIONS

CRITERION 1 - ABILITY TO PROCEED

The Support Staff will assign points based on:

- 1) Engineering experience
- 2) The information on the Additional Support Information, as verified where necessary.
- 3) The applicant's past SCIP/LTIP record of successfully projecting project schedules on similar types of projects.

If a project rating on this item is reduced by the Support Staff because of a questionable schedule, and still receives funding, the submitting jurisdiction will be permitted to amend the Project Schedule accordingly.

CRITERION 2 - CONDITION

Poor - Condition is dangerous, unsafe or unusable

Fair to Poor - Condition is inadequate or substandard

Fair - Condition is average, not good or poor

CRITERION 5 - ECONOMIC HEALTH

The following factors are used to determine economic health:

- 1) Median per capita income
- 2) Per capita assessed valuation of the total community real estate and personal property
- 3) Poverty indicators
- 4) Effective tax rates
- 5) Total corporate debt as a percentage of assessed valuation
- 6) Municipal revenues and expenditures per capita

CRITERION 9 - REGIONAL IMPACT

- | | |
|-------------------|--|
| Major impact - | Primary water or sewer main serving an entire system |
| Moderate impact - | Waterline or storm sewer serving only part of a system |
| Minimal impact - | Individual waterline or storm sewer not part of a system |